

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
July 11, 2001
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Lloyd Harrell, Chandler, Chairman
Scott Schrader, Avondale
Joe Blanton, Buckeye
*Jon Pearson, Carefree
*Usama Abujbarah, Cave Creek
Stuart Brackney, El Mirage
*Paul Nordin, Fountain Hills
Shane Dille, Gila Bend
Urban Giff, Gila River Indian Community
Kent Cooper, Gilbert
Martin Vanacour, Glendale
Stephen Cleveland, Goodyear
Tom Morales, Guadalupe
Horatio Skeete, Litchfield Park
Mike Hutchinson, Mesa
Tom Martinsen, Paradise Valley

Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
David Easchief, Salt River Pima-Maricopa
Indian Community
David Ellison for Jan Dolan, Scottsdale
*Bill Pupo, Surprise
Shannon Wilhelmsen for Will Manley, Tempe
Reyes Medrano for Ralph Velez, Tolleson
*Fred Carpenter, Wickenburg
*Petra Mendez, Youngtown
Mary Lynn Tischer for Mary Peters, ADOT
Tom Buick for David Smith, Maricopa County
Bryan Jungwirth for Ken Driggs, RPTA
+Bryant Powell for Curtis Shook,
Apache Junction

*Those members neither present nor represented by proxy.

+ Non-voting

1. Call to Order

The meeting was called to order by Chairman Lloyd Harrell, Chandler, at 12:05 p.m.

2. Approval of June 13, 2001 Meeting Minutes

Chairman Harrell asked if there were any other changes to the minutes. Hearing none, he asked for a motion to approve.

Shane Dille moved to approve the minutes of the June 13, 2001 Management Committee meeting. Horatio Skeete seconded and the motion carried unanimously.

3. Call to the Audience

Chairman Harrell stated that a timer is available to assist the public with their presentations. He noted that public comments have a three minute time limit. Chairman Harrell stated that for members of the audience who wish to speak, cards are available from the staff who will bring it to the Chairman. Public comment is provided at the beginning of the meeting for non-agenda items. Public comments are limited to three minutes.

Chairman Harrell recognized public comment from Joseph Ryan, who requested that he be given additional time to make his statement. Chairman Harrell that because of the length of the agenda, he would request that Mr. Ryan proceed with his comments and it would be determined at the end of the three minute period if more time would be allotted. Mr. Ryan addressed the Committee on an economic evaluation to he performed determine a vehicle of choice among bus, streetcar, and rapid transit. Mr. Ryan commented on right of way expenditures. He stated that developers were willing to provide land at no cost for right of way along the 303. In contrast, property owners along the light rail line do not want a streetcar in front of their property, even though the route is on Phoenix streets. Mr. Ryan reported on his evaluation of infrastructure expenditures and depreciation rates. He compared the costs of building a grade level, three lane highway, a two-lane streetcar within an existing highway and an elevated, two line rapid transit route. Mr. Ryan commented on costs associated with proper highway foundations that need to have proper drainage. He stated that on the other hand, an elevated rapid transit route can be over any type of terrain, while precipitation falls through the structure. Mr. Ryan compared costs of infrastructure and vehicle capital expenditure and depreciation rates. He stated that the streetcar came in last and the bus was most cost effective. Mr. Ryan stated that since Transit 2000 has already absorbed millions of dollars in federal funds and precludes the opportunity to make a profit and the chance to get private financing. The federal money could be spent on more cost effective projects anywhere in Arizona and will cost the State taxpayers a fortune in subsidies. Mr. Ryan stated that rapid transit would have the lowest cost in indirect operating expenditures, lower fuel costs and higher revenue. Mr. Ryan stated that he had copies of his statement, in addition to the statement he submitted at the July 3rd public hearing. Chairman Harrell thanked Mr. Ryan for his comments.

Chairman Harrell recognized public comment from DD Barker, who stated that she would read the statement she submitted for the July 3, 2001 public hearing. She noted that there are conflicts in the conformity analysis, Short Range Transit Plan and CMAQ documents. She pointed out that on page three of the conformity analysis document, the control measures are alternative fuels for buses. In the Short Range Transit Plan, the buses use diesel. Ms. Barker expressed her alarm that the Department of Energy is not granting the money originally granted to MAG. She stated that if we are not careful, we may end up there. Ms. Barker commented on a previous bus purchase agenda item where Ken Driggs made a motion seconded by Fred Carpenter that changed the TRC recommendation from alternative fueled bus purchases for 2005 to new money for rail studies. Ms. Barker commented that there has been no conformity analysis done on the rail project. She commented that multi-modalism is a good style of life. Ms. Barker performed a cartwheel. Chairman Harrell thanked Ms. Barker for her comments.

Chairman Harrell stated that additional information for agenda items #11, #13, #17, #19, #20, #22A, and #24 was at each place.

Chairman Harrell stated that transit tickets were available following the meeting from Bryan Jungwirth from the RPTA.

Chairman Harrell stated that this was the last Management Committee meeting for Kent Cooper from the Town of Gilbert, who will be retiring on July 27, 2001. Kent's first Management Committee meeting was July 13, 1983. Chairman Harrell read the Resolution of Appreciation and asked for a motion to approve. Mr. Vanacour moved, Mr. Giff seconded, and the motion

carried unanimously. Chairman Harrell presented Mr. Cooper with his framed Resolution of Appreciation for his service to the region.

4. Executive Director's Report

James M. Bourey stated that Transportation Stakeholders meetings are scheduled for July 23, 2001 in the east valley, July 24, 2001 in the west valley, July 26, 2001 in central Phoenix and on July 31, 2001, an agency-based meeting.

Mr. Bourey stated that the Governance Task Force and Governance Advisory Committee were formed to study broadening participation in MAG, which could possibly include the membership of legislators, private sector, and agencies outside of Maricopa County. The Task Force consists of six mayors and five managers. Mr. Bourey stated that the Task Force has met four times. The Advisory Committee held its first meeting on July 10, 2001, with two additional meetings scheduled. Mr. Bourey stated that an Interim report is anticipated within 60 days of the Task Force formation. Mr. Bourey stated that a consultant, John Parr, had been hired to assist in facilitation.

Mr. Bourey stated that the Governor's Transportation Vision 21 Task Force met June 27, 2001. Mr. Bourey stated that the Task Force is holding a series of statewide public meetings to seek input on their preliminary recommendations. A copy of the meeting schedule was at each place. He indicated that the Task Force has indicated that they anticipate modifications to their recommendations.

Mr. Bourey stated that the Resource Allocation Advisory Committee will meet to define revenue allocations for FY 2007. They have met twice to determine their recommendations, with one more meeting scheduled.

Mr. Bourey stated that MAG will host the Intermodal Planning Group 2001 Western States Conference. The conference this year will include all three western regions. Mr. Bourey stated that the conference, which includes representatives from Federal Highway Administration, Federal Transit Association and Regional Councils, will be held September 30 to October 2, 2001. Mr. Bourey stated that Dennis Smith has put together the program. Mr. Bourey encouraged attendance at the Conference.

Mr. Bourey provided an update on the Regional Transportation Plan. He stated that expert panel forums and focus groups have been held. The focus is now on drafting the State of the Region report and developing scenarios to test transportation solutions.

Mr. Bourey introduced new MAG staff members. Peter Burnett is a GIS specialist with a Bachelor's degree from Brigham Young University. Elaine Trammel is an Information Processing Specialist, who replaced a former staff member. Ms. Trammel formerly worked at the City of Glendale. Michelle Green will be working in the Regional Development Planning program. Ms. Green received her Bachelor's degree from St. Mary's University and her Master's from Technical University, both in Nova Scotia.

Mr. Bourey stated that Mary Lynn Tischer had an announcement to make. Ms. Tischer stated that President George Bush announced the nomination of Mary Peters as Federal Highway

Administration Administrator. The nomination will be subject to confirmation by the US Senate. Chairman Harrell offered the congratulations of the Committee to Ms. Peters. He welcomed the new MAG staff members. Chairman Harrell thanked Mr. Bourey for his report and asked if there were any questions.

5. Approval of Consent Agenda

Chairman Harrell stated that public comment is provided at the beginning of the meeting for action items on consent. Each speaker is provided with a total of three minutes to comment on the consent agenda. He stated that any member of the Committee may request that an item be removed from the consent agenda and considered individually.

Chairman Harrell stated that agenda items #6, #7, #8, #9, #10, #11, #12, #13, #14, #15, #16, #17, #18, #19, #20, and #21 were on the consent agenda.

Chairman Harrell recognized public comment from Mr. Ryan, who commented on agenda item #13, Finding of Conformity for the Draft FY 2002-2006 MAG Transportation Improvement Program and the Draft Long Range Transportation Plan 2001 Update. Mr. Ryan stated that there are discrepancies. He commented on a chart shown at the public hearing on July 3, 2001, that showed congestion would be reduced by 1.5 percent, even though the population would be increasing. Mr. Ryan noted that the CTOC Chair requested an explanation of the validity of the data. Mr. Ryan commented on the light rail route along the interstate shown at the public hearing. Mr. Ryan suggested that the Committee defer a vote on agenda item #13. Chairman Harrell thanked Mr. Ryan for his comments.

Chairman Harrell recognized public comment from DD Barker, who commented on agenda items #7, #11, #13, #18, and #22. She stated that all are relevant to the TIP. Ms. Barker stated that there are discrepancies in the Short Range Transit Plan, conformity analysis and CMAQ documents. She stated that the City of Phoenix has lost population and will receive less money from the State. Ms. Barker stated that Phoenix is the grant recipient for light rail. There is no draft conformity analysis for light rail. Ms. Barker held up a budget sheet. She noted that revenue from Transit 2000 is down because the economy has slowed down. Chairman Harrell thanked Ms. Barker for her comments.

Chairman Harrell recognized public comment from Blue Crowley, who commented on using the bus to attend the meeting. He told members they need to get with the program. Mr. Crowley commented on agenda item #24, Change to the MAG Public Involvement Process. He stated that he feels he needs more time for comment than the changes will allow. Mr. Crowley commented on agenda item #6, Proposed Amendment to the FY 2001-2005 MAG Transportation Improvement Program. He stated that each item is worth the time to comment. By limiting the time, what is being accomplished? Mr. Crowley stated that the Short Range Transit Plan and the TIP do not mesh. He noted that his comments are not reflected in the document. Mr. Crowley asked if the closeout includes the tunnel at I-17 and Grand. Mr. Crowley stated that agenda item #16, Consultation for a Proposed Amendment to the Draft Long Range Transportation Plan 2001 Update and to the Draft FY 2002-2006 MAG Transportation Improvement Program, has holes in it. Mr. Crowley stated that his statements in the June minutes apply to all of the consent agenda items. Chairman Harrell thanked Mr. Crowley for his comments.

Chairman Harrell asked members if there were any requests to hear a consent item individually. Hearing none, Chairman Harrell requested a motion to approve consent agenda items #6, #7, #8, #9, #10, #11, #12, #13, #14, #15, #16, #17, #18, #19, #20, and #21. Horatio Skeete moved, Mike Hutchinson seconded, and the motion carried unanimously.

6. Proposed Amendment to the FY 2001-2005 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of an amendment to the FY 2001-2005 MAG Transportation Improvement Program to include the City of Phoenix Bridge Replacement and Rehabilitation (BR) funded study project and the advance design phase of a City of Goodyear traffic signal project. The FY 2001-2005 MAG TIP was approved by the Regional Council on July 26, 2000. It is necessary to amend this TIP to incorporate two projects that have recently been identified as requiring federal funds in FY 2001. These are a City of Phoenix Bridge Replacement and Rehabilitation (BR) funded study project and the advance design phase of a City of Goodyear traffic signal project. These projects are both exempt projects for air quality analysis purposes and the consultation was included under agenda item #15.

7. Proposed Amendment to the FY 2002-2006 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approving an amendment to the FY 2002-2006 MAG Transportation Improvement Program to change the following projects: I-10, 59th Avenue to 83rd Avenue, to increase the number of through lanes from three to four in each direction, in addition to the auxiliary lanes being added. On March 28, 2001, the Regional Council approved the Draft FY 2002-2006 MAG Transportation Improvement Program (TIP) for an air quality conformity analysis. Since that date, a request has been received from ADOT to change the number of through lanes on one of their projects. An air quality conformity regional emissions analysis was completed on this project and an amendment of the FY 2002-2006 MAG TIP to include this revised project is requested. The required action is considered a major TIP amendment. Consultation on the conformity assessment for this amendment was considered under agenda item #16.

8. Draft FY 2003-2007 MAG TIP Guidance Report

The Management Committee, by consent, recommended acceptance of the Draft FY 2003-2007 MAG Transportation Improvement Program Guidance Report. Each year MAG updates the MAG Transportation Management Systems Report. This year, recognizing the importance of this annual update as the start of the annual TIP development cycle, the report has been re-titled as the FY 2003-2007 MAG Transportation Improvement Program Guidance Report. The report is prepared as a guide for jurisdictions to use in selecting projects to be included in the new TIP. The report includes the results of the management systems as well as socioeconomic factors and has been expanded to include the application forms for MAG Federal funds.

9. Enhancement Funds Working Group Round IX Recommendations

The Management Committee, by consent, recommended that ranked applications from the MAG Enhancement Funds Working Group be forwarded to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee. The Enhancement Funds Working Group was formed by the MAG Regional Council to review and

recommend a ranked list of Enhancement Fund applications from this region to the State Transportation Enhancement Review Committee (TERC). This year, 16 enhancement fund applications for local funds were received totaling \$6,438,570 with approximately \$7.5 million available statewide. Nine applications for state funds were received totaling \$4,687,489 with approximately \$5.5 million available statewide. The Working Group recommended that the attached ranked applications be forwarded to the Arizona Department of Transportation (ADOT) for consideration by the TERC.

10. Consultant Selection for the MAG East/West Mobility Study

The Management Committee, by consent, recommended approval of the consultant firm ENTRANCO to conduct the MAG East/West Mobility Study for an amount not to exceed \$170,000. The MAG Planning Work Program includes a consultant study to analyze existing mobility constraints and identify road improvements to facilitate east/west traffic flow in the central-north/northwest area of the region. A request for proposals was advertised and three proposals were received. A multi-agency review panel evaluated the proposals and reached a consensus that the consultant firm ENTRANCO be selected to conduct the study for an amount not to exceed \$170,000.

11. Federal Fiscal Year 2001 MAG Federal Funds Final Closeout and Amendment to the FY 2001-2005 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of the following actions to close out the MAG Federally funded program: (1) \$716,000 (CMAQ) for the purchase of two bus rapid transit vehicles for Phoenix; \$600,000 (CMAQ) to advance the design of two arterial crossings of US-60 (Superstition Freeway), and \$500,000 for regional light rail development; (2) use additional OA that may become available during the next three months to advance the purchase of transit vehicles from future years of the TIP; (3) use any remaining OA (up to \$141,150) for a City of Tempe traffic signal emergency vehicle preemption project; (4) amend the FY 2001-2005 TIP to add the Phoenix bus rapid transit project, the ADOT Superstition freeway crossing projects and the Tempe traffic signal emergency vehicle preemption project in FY 2001; and (5) to "loan" any unused OA to ADOT, to be reimbursed the following fiscal year. Annual sub-allocations of Federal Obligation Authority (OA) to the MAG region must be used or they could be lost. Each year, the process to close out the MAG federally funded program is completed in three distinct steps. The initial step includes an assessment of funds available and projects programmed, followed by the identification of any carry-forward projects and projects that can utilize the funds released. The final step utilizes any funds remaining, or from any redistributed OA that might be made available from federal sources. This year, in the initial phase carried out in May and June, the Transportation Review Committee (TRC) recommended three projects to utilize the remaining funds available. These projects include \$716,000 to purchase two bus rapid transit vehicles for the City of Phoenix, advancing \$600,000 for the design two arterial crossings of US-60 (Superstition Freeway), and utilizing \$500,000 in additional funding for Light Rail development. In the final phase of the closeout process, there are no federal funds available for the close out. However, projects may be canceled, final vouchers for projects begun up to several years ago may be received and refunds may be forthcoming and there will likely be some redistributed OA available. In order to utilize these possible funds, at their meeting on June 26, 2001, the TRC recommended utilizing any uncommitted or redistributed OA on advancing the purchase of transit vehicles from future years of the current TIP, as the primary contingency

project. The TRC also recommended using any additional funds that may become available (up to \$141,450) for a City of Tempe traffic signal emergency vehicle preemption project. Finally, as in previous years, any unutilized OA (usually less than \$200,000), should be “loaned” to ADOT and reimbursed next fiscal year. To allow the bus rapid transit project, the Superstition design projects and the Tempe project to obligate, an amendment to the FY 2001-2005 MAG TIP is necessary.

12. Requested Change to the MAG Regional Freeway Program

The Management Committee, by consent, recommended switching the priorities for the section of the Red Mountain Freeway from Power Road to University Drive, currently scheduled for completion by December 2006, with the priority for two sections of the Santan Freeway from Higley Road to Power Road and from Williams Field Road to Higley Road, currently scheduled for completion by March 2007. The City of Mesa and the Town of Gilbert have requested that the schedule for the section of the Red Mountain Freeway from Power Road to University Drive be switched with the Higley Road to Power Road and the Williams Field Road to Higley Road on the Santan Freeway. The Red Mountain segment is scheduled for completion in December 2006 and the two segments of the Santan are scheduled for completion in March 2007. The requested action would schedule the Santan segments for December 2006 completion and the Red Mountain segment by March 2007. The total cost for the Red Mountain (\$95.5 million) and the Santan projects (\$87.8 million) are similar in magnitude. Therefore, this requested change does not materially impact the cash flow for the Regional Freeway Program.

13. Finding of Conformity for the Draft FY 2002-2006 MAG Transportation Improvement Program and the Draft Long Range Transportation Plan 2001 Update

The Management Committee, by consent, recommended approval of the Finding of Conformity for the Draft FY 2002-2006 MAG Transportation Improvement Program and Draft MAG Long Range Transportation Plan 2001 Update. The Draft 2001 Conformity Analysis concludes that the draft Transportation Improvement Program and the Long Range Transportation Plan meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. An update will be provided on comments received. Approval of the conformity finding by the Regional Council is required for MAG adoption of the TIP and LRTP.

14. Consultation on Conformity Assessment for an Administrative Adjustment to the Draft FY 2002-2006 Transportation Improvement Program

An administrative adjustment to the Draft FY 2002-2006 MAG Transportation Improvement Program (TIP) is necessary to incorporate minor project revisions and exempt new projects. MAG has reviewed the projects for compliance with the federal conformity rule and has found that the project changes require consultation on the conformity assessment. The projects may be categorized as minor project revisions or as exempt. The exempt projects do not require a conformity determination. The results of the Draft 2001 MAG Conformity Analysis for the TIP and Long Range Transportation Plan 2001 Update would be unchanged by this action.

15. Consultation on Conformity Assessment for Proposed Amendment to the FY 2001-2005 MAG Transportation Improvement Program

The City of Phoenix has requested an amendment to add a new Bridge Load Rating Study project to the FY 2001-2005 MAG Transportation Improvement Program. In addition, the City of Goodyear has requested an amendment to add a new project for the design of conduit and fiber cabling on Litchfield Road (Smart Corridor). The proposed new projects are exempt from a conformity determination. Comments on the conformity assessment are due by July 20, 2001.

16. Consultation for a Proposed Amendment to the Draft Long Range Transportation Plan 2001 Update and to the Draft FY 2002-2006 MAG Transportation Improvement Program

The proposed amendment to the Draft Long Range Transportation Plan 2001 Update (LRTP) and to the Draft FY 2002-2006 MAG Transportation Improvement Program (TIP) includes requested changes to four projects. These include changing the number of through lanes on I-10 from 59th Avenue to 83rd Avenue from three to four lanes in each direction, and switching the completion dates for a segment of the Red Mountain Freeway with two segments of the Santan Freeway. The results of the regional emissions analysis indicate that these proposed changes to the Draft Long Range Transportation Plan 2001 Update and the Draft FY 2002-2006 MAG TIP do not affect the Draft 2001 MAG Conformity Analysis.

17. Consultation on Conformity Assessment for Proposed Amendment to the FY 2001-2005 MAG Transportation Improvement Program for the FY 2001 Final Closeout

The final closeout of the FY 2001 federally funded program requires an amendment to add a City of Tempe traffic signal emergency vehicle preemption project to the FY 2001-2005 MAG Transportation Improvement Program. In addition, four other projects have been requested: two projects for the design of dual left turn lanes at the Superstition Freeway at the Val Vista Drive and Stapley Drive traffic interchanges, the purchase of two bus rapid transit vehicles, and a project for preliminary engineering for regional rail development. A description of the City of Tempe project is provided with the interagency consultation memorandum dated July 3, 2001. The additional four projects are the subject of an interagency consultation memorandum dated July 6, 2001.

18. Revised Funding Distribution for the Clean Cities Dedicated Alternative Fuel Vehicle Rebate Program

The Management Committee, by consent, recommended approval of the revised distribution of the \$70,000 in grant monies from the U.S. Department of Energy for the Clean Cities Dedicated Alternative Fuel Rebate Program. On July 26, 2000, MAG was awarded the Clean Cities Dedicated Alternative Fuel Vehicle Rebate Program grant for \$140,000 by the U.S. Department of Energy (DOE). On May 1, 2001, MAG was informed by the DOE that due to budget constraints only \$70,000 would be available to fund 35 vehicles. In addition, the DOE indicated that the grant monies would be redistributed from any coalitions that had not spent any rebate monies by July 1, 2001. Since the funding for this grant was significantly reduced, the Chairman of the MAG Clean Cities Committee requested that all participating entities submit adjustments to their initial funding requests. The revised distribution of the \$70,000 in grant monies has now been prepared.

19. Consultant Selection for Development of a MAG Visibility Modeling System Project

The Management Committee, by consent, recommended approval of a consultant for the development of a MAG Visibility Modeling System Project for an amount not to exceed \$75,000. The FY 2001 MAG Unified Planning Work Program includes a \$75,000 project to develop a visibility modeling system for evaluating the changes in visibility associated with control measures in Maricopa County, Arizona. A Request for Proposals was advertised and one proposal was received. On July 3, 2001, a multi-agency evaluation group reviewed the proposal and reached a consensus that ENVIRON be selected for an amount not to exceed \$74,931.

20. Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Sundance Wastewater Treatment Facility

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Sundance Wastewater Treatment Facility. The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to include the Sundance Wastewater Treatment Facility with an ultimate capacity of 3.6 million gallons per day. Excess reclaimed water from the facility would be disposed of through reuse, recharge and discharge to the Roosevelt Irrigation District Canal. The Maricopa County unincorporated area is within three miles of the project, and the County has indicated they do not object to the proposed facility.

21. 9-1-1 Budget Request to the Arizona Department of Administration for Equipment and Operating Funds

The Management Committee, by consent, recommended approval of the MAG FY 2003 PSAP Funding Request and MAG FY 2003-2007 PSAP Equipment Program, and the request for 9-1-1 operating funds for submittal to the Arizona Department of Administration. On June 21, 2001, the MAG 9-1-1 Oversight Committee recommended the FY 2003-2007 Public Safety Answering Point Equipment Program for submittal to the Arizona Department of Administration (ADOA). In addition, the Oversight Committee recommended requesting funding from the ADOA for operating funds. These operating funds are from the recently enacted 9-1-1 legislation. The requested operating funds would begin the implementation of the 9-1-1 Five Year System Management Plan that was approved by the Regional Council in November 2000. This plan addressed all areas of the system including administration, budget, database maintenance, equipment and growth for the region's 9-1-1 emergency telephone system.

22A. FY 2001 MAG Final Phase Public Input Opportunity

Chairman Harrell stated that presentations would be given first on agenda items #22A, #22B, and #22C, followed by discussion and action.

Jason Stephens gave a presentation on the MAG FY 2001 Final Phase Public Input Opportunity. He stated that MAG co-sponsored several public input opportunities in June and July 2001, including the Juneteenth Celebration and MAG at the Mall with the Arizona Department of Transportation, Regional Public Transportation Authority and Valley Connections. The open house/public hearing provided information on the draft 2002-2006 Transportation Improvement Program (TIP), various aspects of the Long Range Transportation Plan Update and draft 2001 MAG Conformity Analysis. Mr. Stephens summarized the input received, which is included in the Final Phase Input Opportunity Report. Chairman Harrell thanked Mr. Stephens for his comments.

22B. Draft FY 2002-2006 MAG Transportation Improvement Program

Paul Ward gave a presentation on the Draft FY 2002-2006 Transportation Improvement Program (TIP). He described the process for the annual drafting and approval processes of the TIP, which that lists all required transportation projects in the MAG region for up to the next five years. Mr. Ward displayed a pie chart that showed the source of funds for the draft TIP, which totals \$4.56 billion. He showed pie charts of funding allocation by mode and total of federal funds received by MAG. Mr. Ward commented that an allocation for paving dirt roads is included in the street projects. Chairman Harrell thanked Mr. Ward for his presentation.

22C. Approval of the Draft MAG Long Range Transportation Plan 2001 Update

Roger Herzog provided members with a presentation on the Draft MAG Long Range Transportation Plan 2001 Update. Mr. Herzog stated that the LRTP 2001 Update is a multi-modal plan. He stated that items addressed in this Update include: 1) extending the time horizon to 2021; 2) incorporation of the Regional Off Street System (ROSS) Plan; 3) identification of the preferred connection of Loop 303 to I-17; and 4) incorporation of the Park-and-Ride lot plan. Mr. Herzog displayed maps of the freeway plan, the Intelligent Transportation System, local bus service, express bus plan, and the light rail plan. Chairman Harrell thanked Mr. Herzog for his presentation.

Frank Fairbanks left the meeting and was replaced by Norris Nordvold.

Chairman Harrell recognized public comment from Mr. Crowley, who commented on planned light rail routes along Osborn Road, Encanto Boulevard, and Roosevelt Street. He stated that there is no bus service on Osborn Road. Encanto Boulevard does not extend past Central Avenue because of the Heard Museum and the Roosevelt bus goes only east from Central Avenue. Mr. Crowley commented on the planned overpasses at I-17 and Maryland and on 29th Avenue, but no underpass is planned for I-17 and Grand Avenue. He said to do the job correctly. Chairman Harrell thanked Mr. Crowley for his comments.

Chairman Harrell recognized public comment from Mr. Ryan, who stated that his public comment at the public hearing was overridden by the slide shows. Mr. Ryan stated that many

good ideas have been given to boards, but where do the ideas go from there? He commented that groups do not communicate with each other. Mr. Ryan stated that the document he submitted at the public hearing was not included in the Final Phase report, so he objected to the report. Mr. Ryan provided copies of the statement he submitted at the public hearing. Chairman Harrell thanked Mr. Ryan for his comments.

Chairman Harrell recognized public comment from Ms. Barker, who commented on the final phase public hearing. She indicated that she sees positive things happening. Ms. Barker stated that she was unable to attend the public hearing. Ms. Barker commented that Jason Stephens put forth extra effort to ensure that her document was submitted at the public hearing and Chairman Stephen Cleveland allowed the letter to be read into the record. Ms. Barker expressed her concern that no MAG advertising appears on buses. She stated that this used to be allowed, until a court case decided that only commercial advertising would be allowed on buses. Ms. Barker explained that this decision was to eliminate the possibility of offensive materials being placed on buses. She expressed her feeling that MAG material is public material, buses are public vehicles and public information should be allowed on them. Chairman Harrell thanked Ms. Barker for her comments.

Mr. Cooper moved to recommend acceptance of the FY 2001 MAG Final Phase Input Opportunity Report. Mary Lynn Tischer seconded. Before a vote was taken, Chairman Harrell asked if members had any questions or discussion.

Shane Dille commented that he would prefer receiving the report sooner to allow for review. Ms. Taft explained that there was a very short time frame in preparing the report. The public hearing was held on July 3, 2001, the same day as the Management Committee mailout. Finalizing the transcript was also impacted by the Fourth of July holiday. Ms. Taft stated that staff also needs to respond to comments made at the hearing.

Mr. Cleveland stated that he chaired the public hearing. Mr. Cleveland stated that the dialogue from the hearing was valuable. He stated that seven citizens spoke or wrote comments. Mr. Cleveland commented that a continuously evolving public process is needed. Otherwise, there are contrary voting results at the ballot box. Mr. Cleveland stated that the public input process is a worthy investment of staff time. Mr. Cleveland expressed his thanks to Ms. Barker, Mr. Ryan and Mr. Crowley for their time at the public hearing. He told Mr. Ryan he would follow up to ensure that Mr. Ryan's document would be included in the report. Mr. Ryan corrected his earlier remark that his document was not included. The document was in the report, however, MAG's response was non-responsive. Mr. Cleveland commented that he found the public hearing process enjoyable. He stated that he was committed to improving the process and would work with MAG staff to ensure a better process with more time for review next year.

Hearing no further discussion, Chairman Harrell asked for a vote on the motion, which passed unanimously.

Mr. Cleveland moved to recommend approval of the draft FY 2002-2006 MAG Transportation Improvement Program contingent upon a finding of conformity of the TIP with the applicable state and federal air quality implementation plans. Mr. Dille seconded. Chairman Harrell asked if there were any questions or discussion. Hearing none, he asked for a vote on the motion, which passed unanimously.

Mr. Cooper moved to recommend approval of the draft MAG Long Range Transportation Plan 2001 Update contingent upon a finding of conformity of the LRTP with the applicable state and federal air quality implementation plans. Mr. Cleveland seconded. Chairman Harrell asked if there were any questions or discussion. Hearing none, he asked for a vote on the motion, which passed unanimously.

24. Change to the MAG Public Involvement Process

This agenda item was taken out of order.

Kelly Taft stated that MAG has established public comment guidelines. In 1992, a 15 minute call to the audience was approved. In 1994, the Regional Council approved the MAG Process for Public Involvement in Transportation Planning. This process was adopted in response to the provisions of the Intermodal Surface Transportation Efficiency Act. Ms. Taft stated that in 1996, the public comment procedures for Regional Council meetings were refined, resulting from the MAG Re-Engineer the Policy Process Committee. Three opportunities for comment were provided, including the Call to the Audience, the Consent Agenda, and on Action Items. Ms. Taft stated that the refinements resulted in unintended consequences that considerably lengthened MAG meetings, inhibited participation by Regional Council members, resulted in occasional loss of quorum, and sometimes led to abuse of the process by individual speakers who repeated comments or provided comment on unrelated items. Additional improvements are now being recommended to the MAG process. Ms. Taft explained that three opportunities for comment would still be allowed for Call to the Audience, the Consent Agenda and Action Items. The proposed changes would change the time allowed for public comment at the Regional Council meetings to a cumulative total of five minutes for each speaker, with no more than three minutes on any one agenda item. The 15 minute total for Call to the Audience would be maintained. Ms. Taft noted that the Executive Committee felt the change would streamline the process. She stated that comments may also be made in writing, via e-mail, telephone, or by staff appointment. Ms. Taft stated that opportunities for public comment are available at policy and technical committee meetings. Ms. Taft noted that the Chair would retain the right to accept additional comments, maintain the ability to revoke speaking rights if violations occur, or extend the time allotted to a speaker. Ms. Taft stated that Request to Speak cards would be due at the beginning of the meeting. Ms. Taft stated that MAG has conducted a 45-day open comment period on the public comment changes, in accord with federal requirements. She noted that one citizen voiced opposition to the changes at the June 21, 2001 Regional Council meeting. Chairman Harrell thanked Ms. Taft for her presentation and asked if there were any questions.

Ms. Tischer asked if consideration had been given to returning to a single public comment period, instead of public comment for each item. Ms. Taft replied that the Executive Committee had discussed options and had recommended the requested changes.

Mr. Cleveland asked how the changes would apply to technical and Management Committee meetings if they were put into place. Ms. Taft replied that technical and policy would follow the same process as the Regional Council, with the Chair retaining discretionary rights.

Chairman Harrell recognized public comment from Ms. Barker, who expressed appreciation for the time. Ms. Barker stated that citizens take the time to share their ideas. She indicated that a better way needs to be found to handle public input. Ms. Barker stated that she comments

because she cares. Someday, she may make a statement that will be liked. Ms. Barker stated that there is now more multi-modalism because of citizens, including the transit tickets handed out at meetings. Ms. Barker stated her support for refining the process, with the caveat that if a citizen requests additional time, they will be allowed. Ms. Barker commented on the need for a central MAG library.

Chairman Harrell recognized public comment from Mr. Crowley, who stated that, according to the new rules, he would now be one minute over the limit. The new rules say “be there on time.” In that case, he would not have been able to comment at the meeting today, because he was late arriving due to work commitments. Mr. Crowley stated that citizens are unpaid, but make the process work. Federal guidelines say agencies should be proactive in getting citizen comment. How is this being accomplished by restricting the time? If citizens are wasting time, something is wrong with the process. Mr. Crowley stated that the committees represent the citizens. Mr. Crowley stated that he has been working a third shift job, but still attends meetings. He stated that he gets harassed by the public who ask him, as a watchdog, why the job is not getting done. Mr. Crowley referred to committees losing a quorum. He asked how many times have the Regional Council been late getting a quorum or taking public comment before a quorum was present? Chairman Harrell thanked Mr. Crowley for his comments.

Chairman Harrell recognized public comment from Vivian Valle, who stated that she has been a community activist since 1986. She commented that there is no reason to change the MAG name, they will still be the same organization. Ms. Valle expressed her thanks to Ms. Barker, who provided her with material for the meeting today. Ms. Valle stated that she would like to start receiving full agenda packets, as she had in the past. She expressed her unhappiness with the changes. Ms. Valle commented on the years of hard work to get the process established. She stated that public expression comes from their hearts and guts. Ms. Valle said to tell the young people that it took blood, sweat and tears until they were red, white and blue in the face to get the process where it is today. Ms. Valle stated that if MAG changes their process, she will tell everyone, including the press, that MAG has gone back to square one. Ms. Valle commented on the effort and cost to mail a letter to each committee member. She stated that public input is an important process. When the public is not allowed to speak, a lot gets lost in the process. Ms. Valle stated that when they die, people want to think things are going forward. She commented that committee members may have children who may be activists, and the process would be in place for them. Chairman Harrell thanked Ms. Valle for her comments.

Chairman Harrell recognized public comment from Bob McKnight, who asked who is running the show? MAG is the designated MPO. He stated that what is decided by MAG should stick. Mr. McKnight explained about a transportation route from Apache Junction to Wickenburg he presented to Jack Tevlin 5 years ago. Mr. McKnight stated that the plan they are now considering is not rapid transit, but a trolley. Mr. McKnight stated that he attended Transit 2000 meetings where they talked about rapid transit. He stated that \$1.5 million was raised to advertise the vote. The ballot showed rapid transit lines on I-17. Mr. McKnight stated that lines will not fit on I-17. Mr. McKnight stated that MAG is the MPO. If MAG sees something is not right, they need to say something about it. Mr. McKnight commented that there seems to be plenty of time to recap employee accomplishments. He stated that the new rules will undermine the integrity of the public comment period. Mr. McKnight stated that citizens spend their own time and are cut off when they run out of time. He commented on the difficulty of summarizing comments on a lengthy staff report in three minutes. He noted that staff reports need to be read and interpreted

on a citizen's own time. Mr. McKnight suggested that open meetings be more than sales pitches. He stated that if members do not want to listen to public comment, then they should resign. Mr. McKnight suggested decreasing the time for staff presentations to reduce time. He commented that staff presentations duplicate the material already handed out. Mr. McKnight stated that time is better spent listening to the public. Chairman Harrell thanked Mr. McKnight for his comments.

Norris Nordvold moved to recommend moving forward to the Regional Council the changes to the MAG Public Involvement Process and include the comments made today so they will be aware of the controversy of the issue, without a recommendation from the Management Committee. Mr. Cooper seconded.

Before a vote was taken, Chairman Harrell asked for discussion. Mr. Cleveland stated that he had discussed with MAG staff that the change in the process was contrary to what MAG is about. MAG is about receiving input and administering the program. Mr. Cleveland noted that if inappropriateness occurs, the microphone should be shut off and that individual not allowed to comment. Mr. Cleveland noted that there were many relevant comments today. It is important to provide as much opportunity for conversation as possible. He noted that if needed, time for staff presentations could be shifted in order to allow for more public time. Mr. Cleveland stated that the public has an equal responsibility to take care of public behavior when there are abuses. This is a balancing act. Mr. Cleveland stated his preference to take another 30 days to consider the input received at the meeting.

Mr. Dille moved to table the item to the September meeting. Tom Morales seconded, and the motion carried unanimously.

23. MAG Regional Videoconferencing System Update

Heidi Pahl gave a presentation on the Regional Videoconferencing System (RVS) via the System. Ms. Pahl stated that the RVS will provide a regional videoconferencing system that will link MAG member agencies. She explained the essential videoconferencing system that was provided to each member agency. Each site received a 32-inch TV monitor, one computer, two microphones, and one camera, all on a roll about stand. Ms. Pahl stated that network was supplied to connect all of the sites. Ms. Pahl noted that the only charges for using this equipment are the long distance charges associated with non-MAG business. Ms. Pahl stated that implementation is nearing completion with videoconferencing equipment installed at 28 sites, training conducted at 17 sites and 26 site coordinators trained to use the equipment. She noted that each city made a commitment to dedicate one site coordinator and a backup to assist users with videoconferencing. Ms. Pahl explained the responsibilities of the site coordinators, who will serve as the liaison and main point of contact. She explained the plan to market the RVS both internally and externally, by the use of promotional materials and presentations. Ms. Pahl expressed her thanks to the MAG Telecommunications Advisory Group and site coordinators for their efforts on the project. Chairman Harrell thanked Ms. Pahl for her demonstration and asked if there were any questions. Mr. Cleveland expressed his appreciation to Ms. Pahl and the Advisory Group for their efforts.

Tom Morales asked members to contact Paul Nordin, who is seriously ill. Chairman Harrell asked that members keep Mr. Nordin in their thoughts and prayers during his illness. He stated that e-mails could be sent to him at plnordin@aol.com.

There being no further business, Chairman Harrell asked for a motion to adjourn. David Easchief moved, Shane Dille seconded and the meeting adjourned at 1:45 p.m.

Chairman

Secretary